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Remarks

Claims 3-20 are now pending in this application. Claims 12-20 have been allowed. Claims 3-11 are rejected. Claims 1 and 2 have been canceled without prejudice, waiver, or disclaimer. Claims 21-22 have been newly added. Claims 3 and 5 have been amended. No new matter has been added. No fee is due for newly added Claims 21-22.

Applicants respectfully submit that a copy, with Examiner's initials and signature, of the information disclosure statement (PTO-1449) filed on June 18, 2002 has not been provided with the Office Action. Rather, Applicants received two copies of the PTO-892. Applicants respectfully request that a copy of the PTO-1449 be provided.

In accordance with 37 C.F.R. 1.136(a), a one-month extension of time is submitted herewith to extend the due date of the response to the Office Action dated August 27, 2003 for the above-identified patent application from November 27, 2003 through and including December 29, 2003. In accordance with 37 C.F.R. 1.17(a)(1), authorization to charge a deposit account in the amount of $110.00 to cover this extension of time request also is submitted herewith.

Applicants acknowledge that the restriction requirement has been made final, and Applicants have cancelled Claims 1 and 2 which were withdrawn from prosecution as a result of the restriction requirement.

The rejection of Claim 5 under 35 U.S.C. §112, second paragraph, is respectfully traversed. Applicants have amended Claim 5. Accordingly, Applicants respectfully request that the rejection of Claim 5 under section 112, second paragraph, be withdrawn.

The rejection of Claims 3-11 under 35 U.S.C. § 102(b) and/or 35 U.S.C. § 102(e) as being anticipated by Diebold (U.S. Patent 2,042,514), Theuer (U.S. Patent 3,068,975), Roberts

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(U.S. Patent 4,329,859), Hossfield et al. (U.S. Patent 5,033,278), Hauser (U.S. Patent 5,605,212), or Thompson et al. (U.S. Patent 6,244,078) is respectfully traversed.

Diebold describes power transmission devices such as engine starters (page 1, lines 1, 2). The engine starter includes a driving clutch member (21) that has clutch teeth (29) adapted to engage similarly formed teeth (30) of a driven clutch member (31) (page 1, lines 45-46, page 2, lines 7-11, Figure 8).

Theuer describes a ring (104) that has mounted integrally thereon a bushing (105) of the same material, and both of them connect a movable brake member (108) with a metallic bushing (106) which is mounted on a driven shaft (95) by splines (107) so as to be axially slidable but nonrotatable thereon (column 11, lines 65-70).

Roberts describes a drive tube portion (113) that includes a flange (130) having formed thereon a cam surface (132) and two driving surfaces (134 and 136) extending axially upwardly therefrom (column 10, lines 21-24). The lower surface of the flange provides an annular shoulder (138) (column 10, lines 24-25). Ball bearing assembly (140) is positioned between a housing (124) and the annular shoulder of the drive tube to provide axial and rotational support (column 10, lines 26-28). The drive tube portion of input drive member S includes a blind bore (142) having an axis parallel to but laterally offset from a reference axis X--X of a shaft (112), for rotatably receiving a lower shaft (122) of crankshaft H (column 10, lines 28-32).

Hossfield et al. describe a planet carrier that has a pair of arcuate ramps (48a and 48b), each having a central plateau region (50a and 50b) and inclined surfaces (52a, 52b, 54a, and 54b), in both arcuate directions (column 4, lines 8-11). During a typical agitate mode of operation, the planet carrier drives an agitator (16) back and forth through some predetermined stroke arc, and the ramps do not engage pins (64a and 64b) (column 4, lines 49-53).

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Hauser describes an actuation member (82) that includes on its upper surface a number of inclined ramp pockets (86) (column 6, lines 15-16). Each of these ramp pockets allow for slightly over 1/2" of ball travel with an initial angle of substantially 9° and thereafter continually less for most of the ramps length with the upper end of the ramp being angled at substantially 3° (column 6, lines 25-29). A reaction member (85) is located immediately above the actuation member (column 6, lines 42-43). Actuation balls (84) are captured between the ramp of the actuation member and pockets of the reaction member (column 7, lines 13-16).

Thompson et al. describe a ball ramp hub (76) that has a number of inclined races (82) formed in its upper surface, and a brake disk hub (80) that includes an equal number of races (84) formed in its lower surface (column 4, lines 49-52). An actuation ball (88) is captured between each pair of races (column 4, lines 55-56). The actuation balls separate the ball ramp hub from the brake disk hub and support relative motion therebetween (column 4, lines 56-58).

Claim 3 recites a brake cam actuator for a washing machine, including "a cylindrical cam actuator body comprising first and second ends; and a ring attached to said first end, wherein said ring comprises a plurality of segments, extends from said first end, and is configured to separate said first end from an end of a transmission pulley hub".

None of Diebold, Theuer, Roberts, Hossfield et al., Hauser, and Thompson et al., alone or in combination, describe or suggest a brake cam actuator for a washing machine, including a cylindrical cam actuator body including first and second ends, and a ring attached to the first end, where the ring includes a plurality of segments, extends from the first end, and is configured to separate the first end from an end of a transmission pulley hub.

Moreover, none of Diebold, Theuer, Roberts, Hossfield et al., Hauser, and Thompson et al., alone or in combination, describe or suggest a ring attached to the first end, where the ring includes a plurality of segments, extends from the first end, and is configured to separate the first end from an end of a transmission pulley hub. Rather, Diebold describes the driving clutch

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member that has clutch teeth adapted to engage similarly formed teeth of the driven clutch member. Theuer describes the ring that has mounted integrally thereon a bushing of the same material, and both of them connect a movable brake member. Roberts describes the drive tube portion that includes a flange and the blind bore for rotatably receiving the lower shaft. Hossfield et al. describe the planet carrier that has a pair of arcuate ramps and drives the agitator back and forth through some predetermined stroke arc, and the ramps do not engage pins. Hauser describes actuation balls that are captured between the ramp of the actuation member and the pockets of the reaction member. Thompson et al. describe the actuation ball that is captured between races of the ball ramp hub and the brake disk hub. For the reasons set forth above, Claim 1 is submitted to be patentable over Diebold, Theuer, Roberts, Hossfield et al., Hauser, or Thompson et al.

Claims 4-11 depend from independent Claim 3. When the recitations of Claims 4-11 are considered in combination with the recitations of Claim 3, Applicants submit that dependent Claims 4-11 likewise are patentable over Diebold, Theuer, Roberts, Hossfield et al., Hauser, or Thompson et al.

For the reasons set forth above, Applicants respectfully request that the Section 102 rejection of Claims 3-11 be withdrawn.

Newly added Claims 21-22 depend from independent Claim 3, which is submitted to be in condition for allowance and patentable over the cited art. For at least the reasons set forth above, Applicants respectfully submit that Claims 21-22 are also patentable over the cited art.

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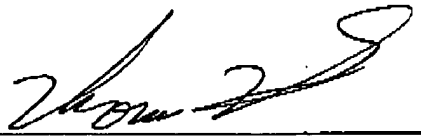
In view of the foregoing amendments and remarks, all the claims now active in this application are believed to be in condition for allowance. Reconsideration and favorable action is respectfully solicited.

Respectfully Submitted,



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